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[1874]

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Orchestra

12.45, 4.30 AND 7.30

[9417]

No. 18,895. 號五十九百八千一第 日十初月一十年午戊 HONGKONG, THURSDAY, DECEMBER 27th, 1918. 四拜禮 號二十月二十年七國民華中 PRIOR, \$3 PER MONTH.

INTIMATIONS

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1463

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[18]

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[1896]

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS.	
7.00 a.m.	to 8.00 a.m. Every 15 minutes
8.00	to 9.30 " " 10 "
9.30	to 10.00 " " 15 "
10.30	to 11.00 " " 15 "
11.30	to 12.30 p.m. " 30 "
12.45 p.m.	to 1.15 " " 10 "
1.45	to 2.15 " " 10 "
2.45	to 3.15 " " 10 "
3.30	to 4.00 " " 15 "
4.30	to 5.00 " " 15 "
5.30	to 6.00 " " 15 "
6.00	to 8.00 " " 10 "
NIGHT CARS.	
8.50 p.m.	8.30 p.m., 10 p.m., 10.30 p.m., 11.00 p.m., 11.30 p.m. and 11.45 p.m.
SATURDAYS.	
Extra Cars	1.30 p.m. and 12.00 Midnight.
SUNDAYS.	
7.30 a.m.	to 10.30 a.m. Every 15 minutes
8.00	to 11.00 a.m. " 10 "
11.30	to 12.00 noon " 15 "
12.00 noon	to 12.30 p.m. " 15 "
12.30 p.m.	to 1.30 p.m. " 15 "
2.00	to 3.30 " " 15 "
3.30	to 4.00 " " 10 "
4.30	to 5.00 " " 10 "
5.30	to 6.00 " " 10 "
6.00	to 7.00 " " 15 "
7.00	to 8.00 " " 10 "
NIGHT CARS.	
8.50 p.m.	8.30 p.m., 10 p.m., 10.30 p.m., 11.00 p.m., 11.30 p.m. and 11.45 p.m.

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cars not already full running at the time
stated in the Company's time-tables, but not
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ticket will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Comproadors Order representing Bank
Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express.	No. 2 Local.	No. 3 Through Express.	No. 4 Local.	No. 5 Through Express.	No. 6 Local.	No. 7 Through Express.	No. 8 Local.
CANTON (Tai Shu Tau)	dep. 7.30	dep. 7.45	dep. 7.55	dep. 8.10	dep. 8.20	dep. 8.35	dep. 8.45	dep. 8.55
POPE LUNG	arr. 7.45	arr. 7.55	arr. 8.05	arr. 8.20	arr. 8.30	arr. 8.45	arr. 8.55	arr. 9.05
Shung Shui	dep. 7.55	dep. 8.05	dep. 8.15	dep. 8.30	dep. 8.40	dep. 8.55	dep. 9.05	dep. 9.15
Paoting	dep. 8.05	dep. 8.15	dep. 8.25	dep. 8.40	dep. 8.50	dep. 9.05	dep. 9.15	dep. 9.25
Tai Po Market	dep. 8.15	dep. 8.25	dep. 8.35	dep. 8.50	dep. 9.00	dep. 9.15	dep. 9.25	dep. 9.35
Tai Po	dep. 8.25	dep. 8.35	dep. 8.45	dep. 9.00	dep. 9.10	dep. 9.25	dep. 9.35	dep. 9.45
Shatin	dep. 8.35	dep. 8.45	dep. 8.55	dep. 9.10	dep. 9.20	dep. 9.35	dep. 9.45	dep. 9.55
Yuenai	dep. 8.45	dep. 8.55	dep. 9.05	dep. 9.20	dep. 9.30	dep. 9.45	dep. 9.55	dep. 10.05
Hungsham	dep. 8.55	dep. 9.05	dep. 9.15	dep. 9.30	dep. 9.40	dep. 9.55	dep. 10.05	dep. 10.15
KOWLOON	dep. 9.05	dep. 9.15	dep. 9.25	dep. 9.40	dep. 9.50	dep. 10.05	dep. 10.15	dep. 10.25

UP TRAINS.

Stations	No. 9 Through Express.	No. 10 Local.	No. 11 Through Express.	No. 12 Local.	No. 13 Through Express.	No. 14 Local.	No. 15 Through Express.	No. 16 Local.
East Ferry	dep. 7.30	dep. 7.45	dep. 7.55	dep. 8.10	dep. 8.20	dep. 8.35	dep. 8.45	dep. 8.55
KOWLOON	arr. 7.45	arr. 7.55	arr. 8.05	arr. 8.20	arr. 8.30	arr. 8.45	arr. 8.55	arr. 9.05
Shung Shui	dep. 7.55	dep. 8.05	dep. 8.15	dep. 8.30	dep. 8.40	dep. 8.55	dep. 9.05	dep. 9.15
Paoting	dep. 8.05	dep. 8.15	dep. 8.25	dep. 8.40	dep. 8.50	dep. 9.05	dep. 9.15	dep. 9.25
Tai Po Market	dep. 8.15	dep. 8.25	dep. 8.35	dep. 8.50	dep. 9.00	dep. 9.15	dep. 9.25	dep. 9.35
Tai Po	dep. 8.25	dep. 8.35	dep. 8.45	dep. 9.00	dep. 9.10	dep. 9.25	dep. 9.35	dep. 9.45
Shatin	dep. 8.35	dep. 8.45	dep. 8.55	dep. 9.10	dep. 9.20	dep. 9.35	dep. 9.45	dep. 9.55
Yuenai	dep. 8.45	dep. 8.55	dep. 9.05	dep. 9.20	dep. 9.30	dep. 9.45	dep. 9.55	dep. 10.05
Hungsham	dep. 8.55	dep. 9.05	dep. 9.15	dep. 9.30	dep. 9.40	dep. 9.55	dep. 10.05	dep. 10.15
KOWLOON	dep. 9.05	dep. 9.15	dep. 9.25	dep. 9.40	dep. 9.50	dep. 10.05	dep. 10.15	dep. 10.25

* Will stop at Tai Po and Shung Shui for First-Class Passengers on Notice
being given to the guard.

NOTICE TO PASSENGERS.
The Railway Administration do not guarantee that the ferries mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Stations	No. 17 Through Express.	No. 18 Local.	No. 19 Through Express.	No. 20 Local.
Paoting	dep. 8.30	dep. 8.40	dep. 8.50	dep. 9.00
Shatauk	arr. 8.45	arr. 8.55	arr. 9.05	arr. 9.15
Shatauk	dep. 8.55	dep. 9.05	dep. 9.15	dep. 9.25
Paoting	arr. 9.10	arr. 9.20	arr. 9.30	arr. 9.40

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TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	No. 1	No. 2	No. 3
Length on Keel Blocks	510 feet.	510 feet.	510 feet.
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	38 "	34 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 60 and 40 tons each, besides 160 tons Gians Crane.

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FLOATING DOCKS.

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Lifting Power	7,700 tons.	15,000 tons.	18,000 tons.
Max. Length of Ship taken	480 feet.	480 feet.	470 feet.
Max. Breadth of Ship taken	68 "	68 "	56 "
Max. Draft of Ship taken	28 "	28 "	30 "

[Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoeki).

TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI.

GRAVING DOCK.

	No. 1	No. 2	No. 3
Length on Keel Blocks	363 feet 0 inch.	363 feet 0 inch.	363 feet 0 inch.
Breadth at Entrance on bottom	55 "	55 "	55 "
Depth of Water on Blocks at Spring Tide	38 "	38 "	38 "

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt

execution of work and to suit the convenience of customers.

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[1861]

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HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 12th DECEMBER, 1918.

8 a.m. "HEUNGSHAN"	8 a.m. "FATSHAN"
10 p.m. "FATSHAN"	4.30 p.m. "HONAM"

FRIDAY, 13th DECEMBER, 1918.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "HEUNGSHAN"	4.00 p.m. "FATSHAN"

SATURDAY, 14th DECEMBER, 1918.

8 a.m. "FATSHAN"	8 a.m. "HONAM"
10 p.m. "HONAM"	4.30 p.m. "HEUNGSHAN"

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s.s. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.)

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[1461]

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Valour, by Warwick Deering.
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CHRISTMAS CARDS.

[153]

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EAST OF MANCHURIA.

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This line connects at Mukden (the ancient capital of China) with
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1913

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14,000 tons each.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	Dec. 31st, 1918.
S.S. "ECUADOR"	Jan. 29th, 1919.
S.S. "COLOMBIA"	Feb. 26th, 1919.

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BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June,
1918.

With Index, Price \$7.00.

On Sale at the HONGKONG DAILY PRESS
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No. 122, Des Vœux Road Central,

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HONGKONG.

Telephone No. 1889.

LEARNING FRENCH.

[BY BRITLEY CAPPER.]

To this day, like a litany, the jingle rings in his head: "Connaitre, connaitre, connaitre, je connaitre, je connaitre." Without rhyme, certainly without reason, yet obstinately as the first nursery doggerel, there it stays, there it has been since, somewhere about the age of twelve or thirteen, the schoolboy first made the acquaintance of the "Table de Verbes Français Irreguliers." In those old days there seemed something magical about the jumble. There was a full-blooded swing, a rhythm unmistakable though artfully unequal that somehow captivated the ear. And then, with a challenging note in the voice, it rang out with anvil strokes, a clanging slogan. Recited with a Celtic lilt, the thing acquired the sinister strangeness of an incantation. And there were times when it softened into a lullaby. Now it sings in his head, dirge-like, a lament for the school learning which in those irrefragable days he so laboriously acquired and since has so unobtrusively forgotten.

His Christian name, William Ewart, sufficiently indicates his epoch. His later school days fell in that troubled period when "Education" was a call to arms which never fell on deaf ears. Unfortunately, the ears were those of politicians and prelates, who interpreted the call in their several ways, and in their struggle for supremacy made the school a battle-field in which the contending armies called and surged round the banners of "Passive Resistance," "Sectarianism," "Compulsory Education," and "Parents' Rights." Somehow, in the noise and dust of battle, the flesh and bone of contention, the child, was lost sight of. You couldn't see education for the educationists. As a natural consequence in the schools old-fashioned methods maintained their ascendancy.

William Ewart was yet in the Eton collar and knickerbocker stage when the old-fashioned higher grade school was supplanted by the secondary school, and he was privileged to become one of the original beneficiaries of the new educational order. Many new planets swam into his ken, but somehow the astronomical methods employed were less novel. History teaching, for instance, although it had advanced a little beyond the old entrenchments of date lists and the chronological trees of royalties, had been brought to a standard before the Hindenburg line of the Hanoverians. In this enlightened curriculum geography had no place. Drawing likewise was relegated to the kindergarten. On the other hand, mathematics and "science" were exalted almost to a religion, and the square root of literary piety was ruthlessly severed from the roundest of mathematical holes. The teaching of languages followed the same arbitrary old-fashioned methods. Grammar was the be-all and the end-all here.

It was taught by a process similar to that by which a nail is persuaded to intrude into the privacy of a piece of wood. Take care of the conjugations and the conversation will take care of itself. That seemed to be the guiding principle. Learning a language meant getting by heart interminable lists of exceptions to the grammatical rule being like a net and the exception the meshes thereof.

All these burdens William Ewart, schoolboy, shouldered with the light-heartedness of his years. You are to regard him as being neither uncommonly clever nor particularly dull. He "shaped" well, his schoolmaster used to say of him. He had a good foundation. He was a "promising lad." Surrounded with French irregular verbs and adjectives and the governing peculiarities of prepositions he walked into his matriculation examination with a brain well-nigh bursting with such mnemonic-jingles as

A, ah, aque, eorum, do.

Palam, quam, cum, ex et c.

Ante, aqua, ad, adversus.

(Crem, tres, extra, ceuf of Latin

And over through the web of Latin threads the wretched French: "Connaitre, connaitre, je connaitre, je connaitre." It had now acquired the solemn cadence of a funeral march.

Having disgorged to the satisfaction of his examiners, William Ewart walked out well content.

According to popular notions he left school a well-educated young man. As quickly as possible he forgot all about the binomial theorem and the calculus of infinitesimal increments, and consigned Carnot's perfect heat-engine, along with omicron and the formulae of inorganic and organic chemistry, to a place where combustion is the natural condition. Modestly he sought to make good the deficiencies left by his lessons in English literature. Now and then, with an English-French-French-English dictionary at his elbow, he would plough his way through a French novel or newspaper with the object of enlarging his vocabulary. For several years he nursed the delusion that he had some knowledge of the French language.

In the fulness of time a war broke out, and presently William Ewart found himself in France with a pocket dictionary, where his first-aid dressing should have been, and an absurd jingle in his head: "Connaitre, connaitre, je connaitre, je connaitre." Thus it was ten years or so after matriculating that William Ewart's delusion was dispelled. The scene of his downfall was a small restaurant where a young French girl flitted from table to table with bottles of wine and jugs of what she humorously called "biere." William, the victim of green horns, addressed her thus: "Bon jour, Mademoiselle. Comment-vous portez-vous? Voulez-vous me donner de la biere si vous plait?" Her reply surprised him: "Ca va, Jack, 'ow do! Bottle or glass?" Painfully embarrassed, William stammered out: "Er-est-ce-que vous parlez Anglais done, Mademoiselle?" "No compree, M'sieur!" remarked Mademoiselle. Blushing he repeated the question. "Oh, yes, a bit," said she, "don't you?" At that moment a little Cockney at the other end of the room sang out: "Hi!

(Continued at foot of next column.)

ALLEGED WRONGFUL DISMISSAL.

EVIDENCE REGARDING THE ETHICS OF EMPLOYMENT.

The hearing has been resumed in the Kobe Chiho Saibansho, before Judge Kajima and two Associate Judges, of the case in which Mr. H. B. Clough claims damages amounting to ¥20,000 from the North West Trading Company, Kobe. Mr. Clough was formerly manager of this concern, and claims the damages mentioned for alleged unlawful dismissal. He also demands from the defendant company a statement of the reasons for his dismissal.

The resumed proceedings consisted of the examination of witnesses. Mr. W. C. Stephenson, questioned by the President Judge, stated that if no reason was given for the dismissal of a man, he would lose social credit, and if no reference was given him, he would find it very difficult to obtain another position. The damage thus sustained being very considerable. It was difficult to estimate the extent of such damage in terms of money, but it must be very difficult in such circumstances for a person of Mr. Clough's standing to secure a suitable position. As far as witness knew, it was the custom in Washington to give reasons whenever any employee is dismissed.

In answer to questions by counsel for defendant, Mr. Stephenson stated that he knew plaintiff though he did not know what position he had held with defendant company, nor the reason for his dismissal.

Mr. Alfred Schofield was next examined, and stated that he had been engaged in shipping business for about 30 years in the United States. When an employee, especially one in an important position, was dismissed the reason was usually given. This was not a legal obligation on the part of the employer, but if the demand for a statement of the reason were refused, the employee had the right to go to law in order to enforce demand.

This was because if no reason for dismissal is given, it is impossible for the employee dismissed to obtain a position elsewhere not to mention the great damage sustained in regard to honour and personal credit. The amount of damages claimed in such cases naturally varied according to the amount of salary, but in the case of Mr. Clough a sum corresponding to two years' salary would not be sufficient to cover the damage.

If witness were dismissed, whether in the United States or Japan, he would ask the cause of his dismissal, for the obvious reason that any man who could not state the reason why he had been dismissed by his former employer would not be employed by any other man.

In reply to questions by counsel for defendant, Mr. Schofield said the custom regarding the exposition of reasons when a man is dismissed was general in his application throughout the United States; it of course held good in Washington.

Mr. Takabe, counsel for plaintiff, asked the Court to secure the opinion of Professor Kauffmann, of Tokyo Imperial University, as to whether the said custom has any binding and obligatory application, or is merely a custom, which may or may not be observed.

This application was granted by the Presiding Judge.

Mr. Yamashita, counsel for defendants, said that according to a statement made by the manager of the head office of the defendant company at Seattle (which was submitted to the Court as an exhibit), an employer is under no obligation to indicate the reason for the dismissal of an employee if the term of his employment is not fixed. Counsel applied to the Court for the examination of Mr. A. D. Read and Mr. H. L. Reid as witnesses.

This application was granted, and the proceedings were adjourned indefinitely.

WARNING TO MARINERS.

San Francisco, November 29th.

The following Government warning is issued:

(1.)—From German charts 110 mines have been laid between 4 degrees 11½ north 105 degrees 17 east and 3 degrees 52 north, 108 degrees east on September 2nd, 1917. Ships have crossed this area with safety since. Ships approaching or leaving this area are to follow the track of Horsburg's light to a point 23 miles due east, thence to a position one degree 50 north 105 degrees 15 east.

(2.)—German charts also reveal that large number of mines still remain to be swept up off Bombay. The full information thus obtained shows that no alternation is required in the present swept channel of which information will be given by the port authorities.

(3.)—The area of Cape Cameron between 7 degrees 20 north 77 degrees 10 east and 7 degrees 21 north and 77 degrees 12 east is mined. Ships are to pass 10 miles to the north of 115 degrees north drawing less than 16 feet bound to and from Tucozin and may pass between Wedgebank and Cape Cameron.

(4.)—Masthead lookouts are to be employed in danger areas and ships fitted with Otter gear are to use it.

Marie, since mine an' look shawp. Down't wanter mine m' larst bus. Toot sweet. "Right!" sang out Mademoiselle. "Comin'!" William Ewart gracefully subsided.

Nowadays, wearing three blue chevrons on his right sleeve, he reads *Le Telerien* of the Pas de Calais with facility but when an interpreter is required he leaves the job to a West Riding man who never learned French in his life but has a wonderful knack of so employing such phrases as "toot sweet," "aller," "compree," "comme ca," "oui," "beaucoup," and "no bon" as to exhaust all the nuances in the French language. William Ewart consoles himself with the cynical reflection that they don't talk French in France. And he is not far wrong. When talking to members of the B.E.F. most of the natives talk English.—*Manchester Guardian.*

AUDITORS AS BUSINESS ADVISERS.

To many business men the mere arithmetical accuracy of a set of books counts for everything. If the auditor has carefully checked the entries and all postings and additions, and can certify that the balance-sheet and profit and loss account show the true position as disclosed by the books, it is considered that he has done his duty. No more remains to be said. The discovery of a compensating error which has no vital bearing on the real position of affairs is hailed with satisfaction, and the auditor is accounted a real good servant. For what other reason is an auditor appointed? argues the commercial head of a past generation. In a well-known case a celebrated jurist held that an auditor is not a detective. It is, perhaps, unfortunate that a large number of business executives do not recognise the wisdom of the learned Judge's remark.

It is quite true that the primary duty of an auditor is to check the records presented to him in order to certify to the final accounts as disclosed by the books. But in order to do this a skilful professional accountant need not necessarily check every transaction. In the majority of cases, indeed, such a course would be impracticable. With most businesses of any magnitude it is possible for a discerning auditor to arrange a system of internal check which obviates much needless work on his part. Again, a system of percentages can be utilised to advantage. But we need not stress the many methods known to astute auditors by which the accuracy of a balance-sheet or other financial statement can be tested and proved.

The executive who contents himself with the usual certificate given by an auditor and receives no other assistance or information as the result of the audit misses a good deal. He is only obtaining half value, or even less, for his money. On the other hand, and we consider this to be nearer the truth in many cases, the auditor only obtains about half of what he should be paid. Apart altogether from the question of remuneration, an auditor of a firm should be the business adviser of the institution. No one is, or should be, in a better position to proffer information or advice. Besides, being a record of past achievements, the Trading Account, Profit and Loss Account, and Balance-Sheet for any year should serve as an index to future procedure. Comparison of one year's figures with another should disclose weaknesses or gains. In the case of a well-organised business the totals of one district can be set against another and a comparison set up on a population basis, or the selling cost per unit in one section can be compared with another. In some concerns facts like these can be brought to light by competent accounting ability with the organisations. It is safe to state, though, that rarely is information of this character brought to bear in connection with the running of the average business. Ask any business friend what it cost him to do business and an nine cases out of ten he cannot tell you the percentage.

With the experience of other organisations to guide him, and because he can bring an outside view-point to bear, an auditor who knows his work is capable of giving sound counsel. Unless a set of figures can be used as a guide to future operations they are of little use. What is lost by petty pilfering on the part of employees is a bagatelle compared with what is lost year after year because business men do not make the best use of the records presented to them. Instead of expecting the auditor to discover slight errors, look to him to use his judgment in pointing out the lessons to be learned from the past year's business. If you are conducting several departments in your business, make sure that every department pays. Keep proper records and have the figures analysed. Your auditor can show you how. If the returns of one salesman appear higher than the others, find out why. It may happen that the expense ratio of the man you consider the "star" is out of all proportion to the others. The word "efficiency" conjures up considerable awe in the minds of most of us. After all, it is only applied business sense. If a man has a bad tooth, he wisely consults a competent dentist. What man could, perhaps, fix that tooth himself, but he has more faith in the other's power. And so it is with accounting. The average business man needs to have his returns analysed and the figures shown in a comparative way if they are to help him. If he is wise he consults his professional auditor. *Mercantile Gazette, New Zealand.*

MANY RACES IN TURKEY.

The population of the Ottoman Empire, not including Arabia, is about 18 million, or was before the war. In giving statistics on any subject regarding Turkey one speaks in approximate terms, for only census figures can be given, and no thorough census has been given. The statistics systematically gathered, among the various peoples, this total was distributed as follows: Turks, 7 million; Syrians and Arabs, 4½ million; Kurds, 3 million; Armenians, 2 million; Greeks, 1½ million; Jews, 1 million; other races, 1 million. All these peoples can trace their history back to the period when the empire was founded and the beginning of historic facts; and all, except the Turks, have inhabited, from time immemorial, the districts in which they are now found.

COMPANY MEETING.
CHINA LIGHT AND POWER CO., LTD.

An extraordinary general meeting of the China Light and Power Co., Ltd., was held, yesterday, at noon at the offices of the Company, St. George's Buildings, Hongkong. Mr. R. Sheehan (chairman) presiding, and there were also present: Messrs. H. P. White (consulting engineer), A. G. Gordon, W. A. Adamson, H. F. Campbell, A. A. Cordeiro, Tong Lai Chuen (shareholders), H. W. Looker (solicitor to the Company) and T. Lee-man (secretary).

The Chairman said: I beg to propose that the first resolution be passed.

That it is desirable to reconstruct this Company, and, accordingly, that this Company be wound up voluntarily, and that Hugh Frank Campbell, of St. George's Building, Victoria, in the Colony of Hongkong, merchant, be appointed Liquidator for the purpose of such winding up at a remuneration of one hundred dollars.

Mr. H. P. White seconded, and the motion was carried unanimously.

The Chairman next proposed:—

That the General Managers of this Company, be authorised and requested to form and procure to be incorporated, a new Company to be called the "China Light & Power Company (1918), Ltd." (of which they shall be appointed by agreement General Managers) with the objects (inter alia) of acquiring the undertaking, business, goodwill, machinery, plant, book debts and all other assets whatsoever of this Company, and of carrying on business in or near Kowloon, and/or elsewhere if thought desirable, with Messrs. Sheehan, Tonges & Co., Hongkong, and their successors in business as General Managers so long as the General Managers for the time being (if a corporation) or (if an unincorporated firm) any one or more partner or partners in the firm of the General Managers individually or collectively shall hold not less than one thousand shares of the Company.

Mr. H. F. Campbell seconded, and the motion was carried unanimously.

The Chairman proposed:

That the proposed Memorandum and Articles of such new Company submitted to this meeting be, and the same are hereby, approved, and that the Liquidator be authorised to consent to the registration of such new Company with such Memorandum and Articles accordingly.

Mr. W. A. Adamson seconded, and the motion was carried unanimously.

The Chairman proposed:

That the draft Agreement submitted to this meeting (marked "A") and expressed to be made between this Company and the Liquidator, of the one part, and The China Light and Power Company (1918), Ltd., of the other part, be approved; and that the Liquidator be authorised, pursuant to Section 195 of the Companies Ordinance, 1911, to enter into an Agreement with such new Company (when incorporated) in the terms of the said draft, and to carry the same into effect with such (if any) modifications (other than before or after the execution thereof) as he with the approval of the General Managers of the new Company thinks fit.

Mr. Gordon seconded, and the motion was carried unanimously.

The Chairman, finally, proposed:

That the Liquidator be authorised to obtain advances from the General Managers of any monies requisite upon such terms as he thinks fit.

Mr. A. A. Cordeiro seconded, and the motion was carried unanimously.

This was all the business and the meeting terminated.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. F. C. JENKIN, C.B.E.

SERVICE KIFLES.

All Service rifles held by members of Nos. 1 and 2 Platoons must be returned to Armory between the hours of 5.15 and 5.45 p.m. on Friday, December 13th, or Tuesday, December 17th.

REVOLVER COURSE.

Squads will be warned for instruction at Headquarters Club during the week commencing Monday, December 16th.

EXEMPTION.

An Exemption Board will sit at 6 p.m. on Thursday, December 12th.

VISITING INSPECTORS.

Visiting Inspectors, Central District, are required to visit the wharves at least once during their tour of duty, and to enter their visits in the Clearance Book at the Harbour Office.

BAND.

There will be a Band practice on Thursday, December 12th at 6 p.m.

STRENGTH.

P. C. 813 Abdullah is permitted to resign on leaving the Colony.

FANCY DRESS DANCE.

Members of all Committees are requested to meet at the City Hall at 5.15 p.m. on Thursday, the 12th inst. December 11th, 1918.

CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI SAN POU"]

PEKING NEWS

PEKING, December 11th.—Lau Ching-chang has wired to the President stating that he has left Japan for America after visiting the Japanese authorities in Tokyo.

The Peace Conference in Nanking will open on January 1st.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN POU"]

CANTON'S ENVOY TO EUROPE.

We learn from a reliable source that the members of the Military Government propose to appoint Dr. Sun Yat-sen as the representative of the South West provinces of China at the Peace Conference in Europe. In some quarters, however, it is feared that the appointment will not give satisfaction to the Powers.

It is reported that the Governor of Macao, who was requested to allow the tickets of the King Yick lottery of Canton to be sold in Macao, has replied that he will agree if the sale of tickets of the Yau Tze Tung lottery of Macao, is permitted in Canton.

As the revenue from the Shik Luk Kuan station of the Canton-Kowloon Railway, Chinese Section, does not cover the expenditure, traffic to and from this station is to be suspended. The station is to be closed entirely.

ANOTHER ARMED ROBBERY
ROBBERS WANTED TO BUY CAKES

Another armed robbery has been reported to the Police, by Lam Ip Kee, shopkeeper at Pe To O village, who states that on the afternoon of the 8th inst., seven or eight men, armed with revolvers, entered his shop on the pretext of buying two cents' worth of cakes. While he was attending to the order, two of the robbers seized hold of his collar, and, covering him with a revolver, asked him how much money he possessed. Complainant replied that he was a poor man and the robbers then drove him and the other inmates into a corner, where they were kept under guard, while the shop was ransacked, \$50 in money and 30 pieces of cloth, valued at \$20, being stolen.

The robbers, on taking their departure, carried away complainant to Tung Shio Wan, where he was kept a prisoner two days by two members of the gang and then released.

ALLEGED FALSIFICATION
OF BOOKS.
CHINESE ACCOUNTANTS IN THE
DOCK.

At the Magistracy, yesterday, before Mr. J. R. Wood, two Chinese accountants were charged with falsifying various account books of the Wai Hung firm with intent to defraud.

Mr. J. H. Gardiner appeared for the defence. Inspector Grant stated that the case was clear, the accounts having been altered, rewritten and the books rebound. When the falsification was discovered the partners of the firm became alarmed at the extent of their losses. They applied to the Supreme Court and gave the books into the charge of Mr. Seth, whom they appointed their receiver. The defendants, who were alleged to have been involved in the swindle, were arrested. A brother of one of the defendants was a sleeping partner of the firm, his share in it being \$300.

Mr. Wood remanded the case till to-day, fixing bail at \$2,000 each.

CHRISTMAS CHEER FOR THE
SERVICES.

The Rev. F. G. B. Hastings, R.N., Hon. Treasurer of the Services' Entertainment Fund, acknowledges with thanks the following additional contributions to Christmas Dinners Fund. Although the sum of \$1,000, originally mentioned, has been nearly reached, it is found that about \$2,000 will be required.

Messrs. J. E. Joseph and J. N. Mody	100.00
Mr. M. J. D. Stephens	100.00
Hon. Mr. D. Landale	100.00
Mr. R. A. Gubbey	50.00
Mr. C. B. Broady	50.00
Mr. N. L. Watson	50.00
Mr. G. H. Layton	50.00
Mr. M. H. Sassoon	50.00
Mr. Eldon Potter	50.00
Shanghai Seamen	45.40
Mr. H. P. White	40.00
Mr. F. H. L. Bowley	25.00
Y. R. W.	10.00
S. J. G.	10.00
Mr. T. M. Leitch	10.00

Previously acknowledged \$ 740.40
780.00
Total \$1,460.40

THE LIQUIDATION OF A
GERMAN FIRM
BREACH OF COMPRADORE'S
AGREEMENT.
AN INTERESTING CLAIM

In the Supreme Court yesterday, before the Chief Justice (Sir William Ross Davies, K.C.), an action was heard in which Mr. John Owen Hughes, liquidator of the business and personal affairs of Albert Wilhelm Arthur Becker, a partner of the firm of Sander, Wieler & Co., and Messrs. Harry Wicking & Co., the liquidators of the business of the firm of Messrs. Sander, Wieler & Co., claimed from Chin Wah, compradore of the firm, \$50,000 for damages, losses and expenses incurred by breach of a compradore's agreement.

The Hon. Mr. E. H. Sharp, K.C., and Hon. Mr. H. E. Pollock, K.C. (instructed by Mr. H. J. Geddes) appeared for the plaintiffs, and Mr. Eldon Potter and Mr. C. G. Alabaster (instructed by Mr. C. D. Wilkinson) appeared for the defence. The Attorney General (the Hon. Mr. J. H. Kemp, K.C.), watched the proceedings on behalf of the Crown.

The statement of claim was to the effect that on April 20th, 1912, by a compradore agreement, Messrs. Sander, Wieler & Co., a German firm then carrying on business as merchants and commission agents in Hongkong and elsewhere, engaged Chin Sun Chuen and Leung E. Lan, respectively, as compradore and assistant compradore in Hongkong, upon the terms, *inter alia*, that they should be liable to the firm for all loss, damages and expenses incurred by the firm under the compradore agreement, and the defendant, under consideration of his engagement by the firm, was answerable to the firm in a surety to the extent of \$50,000 for the due performance by them and by the Chinese staff of their several duties and obligations under the compradore agreement. Furthermore, by a deed of charge of the same date, the defendant mortgaged to A. W. A. Becker, a partner in the firm, acting on behalf of the firm, certain property registered in the Land Office, as section 3 of Section A of the reclamation of marine lot No. 71, by way of security. During the respective periods of employment of Chin Sun Chuen, Leung E. Lan, and Ho Pak Lam, who was substituted for Leung E. Lan, the firm, with the assent of these three persons, entered into contracts and engagements, in consequence of which the firm had incurred losses, damages and expenses to the amount of \$50,388.50, for which Ho Pak Lam and the personal representatives of Chin Sun Chuen and Leung E. Lan, now deceased, were liable.

At the outbreak of war between Great Britain and Germany H.E. the Governor, as representative in this Colony of H.M. the King, permitted all Germans residing in the Colony to remain at large uninterfered, and permitted them to keep their offices and firms open, and to carry on their business in the Colony, whether on their own behalf or on behalf of persons not resident in the Colony, without any break or interruption as they had been carried on prior to the outbreak of war. On August 28th, 1914, His Excellency, in accordance with authority received from the Secretary of State, issued a licence to certain firms in the Colony, including the firm of Messrs. Sander, Wieler & Co., to carry on their businesses for the purpose of disposing of their stocks then in the Colony and goods due to arrive, which had been ordered before the outbreak of war, subject to certain conditions. In pursuance of this permission and until the appointment of the plaintiffs, Messrs. H. Wicking & Co., as liquidators of the business of the firm of Messrs. Sander, Wieler & Co., continued to carry on business in Hongkong, including the contracts and engagements with Chinese, exactly as before the war, and since their appointment the liquidators have carried on the business without any break or interruption, in accordance with the Ordinance providing for the winding-up of the affairs of alien enemies and with instructions received from time to time from H.E. the Governor through the Colonial Secretary. These liquidations had been carried out with the knowledge and assent of Ho Pak Lam, and a member of the compradore's department under his direction had made entries in the books of the firm relating to the liquidations. In consequence of the outbreak of war, Messrs. Harry Wicking & Co., were appointed on October 29th, 1914, by H.E. the Governor to wind up the business of the firm, and Mr. J. O. Hughes was appointed on August 22nd, 1917, to wind up the trade and personal affairs of A. W. A. Becker. The plaintiffs claimed the sum of \$50,388.50 from Ho Pak Lam and the present representatives of Chin Sun Chuen and Leung E. Lan, who had been paid and the defendants had committed a default under the compradore's agreement. Subsequent to the default the plaintiffs made a demand for the sum of \$50,000, for which the defendant is liable as surety, but this, too, had not been paid and was now due. The plaintiffs therefore claimed:—

A declaration that the firm had incurred losses, damages and expenses to the sum of \$50,388.50, which to the extent of \$50,000 was now due and owing to the plaintiffs by the defendant.

A declaration that, under clause 247 of the compradore's agreement, the entries in the books of the firm are *prima facie* evidence against, and until shown to be incorrect, conclusive and binding, against the compradore or assistant compradore and against the defendant as surety.

A declaration that the plaintiffs are entitled to the sum of \$50,000, upon section 3 of section A of the Fringe Reclamation of Marine Lot No. 71, or upon the proceeds of its sale, and costs and other relief.

THE STATEMENT OF DEFENCE.

The defendant, in his statement of defence, admits that he executed the agreement mentioned, but states that the firm was dissolved at the outbreak of war. He had agreed to be answerable for the sum of \$50,000 as surety for the due performance of work by himself and the Chinese staff. He denies, however, that the terms of the agreement were, *inter alia*, that the compradore and assistant compradore should be liable for all losses, damages and expenses incurred by the firm under the agreement. He states that it was expressly stipulated by the said agreement that the compradore should be liable only for such loss, damages and expenses as might be demanded by formal notice served on him by the firm. No demand, as required by the compradore's agreement, was made upon the defendant prior to the outbreak of war or at all under such agreement. The defendant admits that he executed a mortgage, referred to, by way of security, for the performance of his obligation under the compradore's agreement. The defendant denies that during the respective periods of employment of Chin Sun Chuen, Leung E. Lan, and Ho Pak Lam the firm incurred loss, damages, and expenses to the amount of \$50,388.50, or any amount at all, and that he was not liable for any loss. He admits that since the appointment of Mr. J. O. Hughes on August 22nd, 1917, plaintiffs demanded payment of the amount, but he denies having committed a default under the agreement. He states that after the outbreak of war proceedings could be brought against him by the firm under the agreement. The defendant further states that the agreement at the outbreak of war became impossible, and that it was illegal for him to have intercourse with the firm and that the agreement was dissolved. If any losses, damages, and expenses were incurred by plaintiffs, which the defence denied, such loss, damages and expenses were incurred by reason of the outbreak of war, for which the firm was not responsible. The liquidators had collected more than the sum required for paying the creditors in their liquidation process. There could, therefore, be no cause for action against him. The partners of the firm were jointly and severally liable for the claim, which could not extend to goods, imports, and merchandise coming from the German Empire. He prays that the action be dismissed with costs.

Mr. Sharp stated that the firm had suffered losses amounting to about \$50,000 in consequence of default by Chinese dealers in contracts for which the compradore and assistant compradore were liable. It was a pre-war contract, as the agreement was entered into on April 20th, 1912, and defendant was liable to a surety of \$50,000 under the terms of the guarantee. They had entered into a mortgage, given by defendant as security, and the liquidators of the firm were entitled to it.

His Lordship: The mortgage was given by the surety as a guarantee? Mr. Sharp: Yes. The full terms of the guarantee are shown in the compradore's agreement. The claim against the defendant arose out of the contracts for the import and sale of goods by Chinese dealers, all contracts being prior to April 1st, 1914, because according to the compradore's agreement, he was not liable for any agreement entered into later than that date. He had to give six months' notice of resignation, and he gave this on October 1st, 1913, and it expired on April 1st, 1914. The losses fell under two heads:—(1) for goods delivered and not paid for; (2) for goods of which delivery had not been made by the dealers under their contracts, which goods had been resold, plus the usual interest on the contract prices and the insurance which was provided for by the compradore's agreement.

His Lordship: This German firm ordered goods from Germany for Chinese dealers? Mr. Sharp: With very few exceptions, the goods were brought from England. Goods of the value of over \$50,000 came from England. Continuing, Mr. Sharp said the money which the plaintiffs claimed from the defendant was not, as was tacitly pleaded by the defendant, in any way an illegal or improper payment, because, under the liquidation scheme, all money paid to the liquidators went into a special account at English Banks and would be held by those banks until the ultimate disposition was decided by the British Government. Whether, after all that Germany had done, the Government would ultimately decide to return the money to the Germans remained to be seen. It did not seem likely. In any case he did not want to go into the matter, as it did not immediately concern the present issue. He referred to His Lordship to the Trading with the Enemy declaration No. 2 of September 6th, 1914, in para 5 (1) of which, it was stated that no sum of money was to be paid for the benefit of an enemy. These words had been the subject of interpretation by Courts of Law, which had held that they meant only benefit during the war and that the paragraph did not contemplate any possible advantage which might be derived when peace came. The payment, in dispute, was not a payment for the benefit of the enemy because under the liquidation scheme any payment, after the outbreak of war—which was provided by the Winding-up Ordinance of 1914, Section 15, Sub-Section 1—realised by such winding-up proceedings, should be paid into the banks approved by the Government and remain there till the Government decided on the matter. Mr. Sharp then went on to cite various authorities in support of his previous statement and referred to the case of the Continental Tyre Co., and the case of Tingley v. Muller. He next gave an outline of the main facts of the case as set forth in the statement of claim.

After a lengthy argument between Counsel as to whether the Government's instructions regarding the Winding-up Ordinance were admissible or not as evidence, the hearing was adjourned till this morning.

ALLEGED CONSPIRACY TO
DEFRAUD.WAS THE COMPLAINANT KILLED
IN RACE-COURSE DISASTER?

At the Magistracy, yesterday, before Mr. J. R. Wood a Chinese was charged with conspiring to defraud another Chinese of a sum of \$2,250.

Inspector Grant stated that defendant, on March 23rd of last year, conspired with another man, not in custody, to defraud Ng Fun To, a Chinese residing at 105, Queen's Road, of the sum of \$2,250. A warrant was taken out for their arrest, but defendant and the other man disappeared, and were lost trace of until Tuesday evening, when witness accidentally met defendant in Queen's Road and arrested him. Inspector Grant added that the complainant could not be located as the house where he used to live had been demolished and he had removed to an unknown address.

Defendant stated that complainant could not be found, as he was killed in the Race-course catastrophe last February. Mr. J. R. Wood informed defendant that he would be discharged in the event of his statement regarding the death of the complainant proving to be true. He remanded the case till to-day, fixing bail at \$1,000.

ROYAL HONGKONG YACHT
CLUB.

"URSULA" PRIZE.

The first of the series of four events for the above prize was sailed off on Saturday last in a fairly strong northerly breeze, and resulted as follows:—

Yachts	Start on Course	Finishing Time	Corrected Time
All-a...	Scotch	4:16.40	4:16.40
Bonita...	"	4:17.07	4:17.07
Daphne...	"	4:14.57	4:14.57
Falcon...	"	D.N.S.	—
Ursula...	"	D.N.S.	—
Dawn...	"	4:19.31	4:19.31
Lybethe...	"	Disqualified	—
Ursula...	"	4:30.12	4:30.12
Owl...	"	4:29.39	4:29.39
Gael...	"	4:29.42	4:16.02
To nnette...	"	D.N.S.	—
Joan...	"	D.N.F.	—
Theola...	"	4:30.57	4:26.17
Dorothy...	"	D.N.S.	—
Asthore...	"	4:30.25	4:30.25

Position.—(1) Daphne, (2) Dawn, (3) Gael, (4) Ailsa, (5) Bonita, (6) Owl, (7) Liza, (8) Theola, (9) Asthore, Falcon, Ursula, Lybethe, Toinette, Joan, and Dorothy.

No case of communicable disease was reported in the Colony on Tuesday.

A Chinese passenger died from heart failure on board the *Kwai Sang* during her voyage from Singapore to Hongkong.

The *Kwai Sang*, which arrived in Hongkong yesterday from Calcutta and Singapore, brought 229 bags of mails for this port.

The Shell Transport and Trading Company, Ltd., has declared an interim dividend on the ordinary shares of the Company at the rate of 2/- per share.

For the convenience of guests attending the Police Reserve Fancy Dress Dance on Friday evening a special tramcar to the Peak will run at 1 a.m., and a special ferry to Kowloon at 1.15 a.m.

At the next meeting of the Church of England Men's Society, to be held on Tuesday, December 17th, at 9 p.m., in St. Paul's College, Miss A. M. Pitt will read a paper on "Child Labour in Hongkong."

The Admiral Line of steamers, we understand, about to open a new service between Hongkong and Seattle, calling at all intermediate ports. A commencement will be made with cargo-boats, and it is hoped to institute a passenger service in the near future.

Dr. Silor, of the National Committee of the Shanghai Y.M.C.A., arrived in Hongkong yesterday morning. He will stay here a week and will give a number of lectures on subjects connected with physical culture at the Chinese Y.M.C.A. He is on a tour of the Chinese schools in the Amoy district.

The *Canton Times* reports an extensive robbery from Messrs. Mouss and Freres, importers and exporters, of Shanghai. Over \$10,000 is stated to have been stolen, and a cook, employed by the manager of the firm, who has been decamped, is suspected. A woman friend of the cook has been arrested and it is believed, that she knows the whereabouts of the suspect.

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Principal Factory: No. 71, North Beach Road, Shanghai, China; Telephone No. 2305.
Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.
Cable Address: "Hingwah."

NEW ADVERTISEMENTS

HONGKONG ELECTRIC CO., LTD.

OWING to Alterations and Repairs at the Lower Station the supply of ELECTRICITY will be SHUT OFF on SUNDAY, DECEMBER 15TH, from 7 A.M. to 1 P.M.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, December 12th, 1918. [2780]

THE SHELL TRANSPORT AND TRADING CO., LTD.

ACCORDING to telegraphic advices received from London THE SHELL TRANSPORT AND TRADING CO., LTD. has declared an INTERIM DIVIDEND on the Ordinary Shares of the Company at the rate of 2 per Share free of Income Tax, payable JANUARY 5TH, 1919, against Coupon No. 31.

FOR THE ASIATIC PETROLEUM CO. (S. S.) LTD.

N. L. WATSON

Hongkong, December 11th, 1918. [2781]

HOUSE WANTED.

SMALL HOUSE suitable for Bachelor wanted on the Peak, Magazine Gap or Barker Road preferred.

Care of "Daily Press" Office [2782]

HONGKONG SKETCH CLUB.

Proceeds in Aid of WAR CHARITIES

ANNUAL EXHIBITION

CITY HALL,
MONDAY, DECEMBER 10TH,
Open 10 A.M. to 6 P.M.

Admission 50 CENTS

OVER 80 LOCAL PICTURES FOR SALE.

TEA BY WISEMAN'S.

Orchestral Music by Naval Band. [2783]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. D. MACDONALD & Co. to sell by Public Auction,

at their premises Hung-hom,

THE WHOLE OF VALUABLE PLANT,

etc., etc.,

contained thereon.

LARGE GALVANIZED IRON BUILDINGS, STOCK AND MACHINE TOOLS.

Comprising:—

Lathes, Planing Machine, Screwing Machine, Shaping Machine, Milling Machine, Slotting Machine, Drilling Machine, Cold Sawing Machine, Weighing Machine, Punching and Shearing Machines, Blower, Tool Pump, Engine and Shafting Sundry Pumps, Assorted Chain Blocks, Screw Jacks, Stretching Screws, Tools, Twist Drills, Stock and Dies, Steam Hammer, Blacksmith's Tools, Sundry Wooden Patterns, Band and Circular Saws, Pipe Bending Blocks, Pipe Vics, Copper Smith's Tools, Emergency Cupola, Water tanks and fittings, Winches, Boilers, Lifting Pumps, Helms and castings (New and second hand), a quantity of Steel Products including Steel Plates, Angles, Bars, Rolled Steel, Joists, galvanized Steel Plates, wrought and galvanized Iron Piping and Fittings, Brass and Copper Tubes, Muntz and Yellow Metal Sheathing, Metal and Copper Tacks, etc.

Also

One large galvanized Iron Building (wood framing).

One small galvanized Iron Shed (Steel framing).

One Motor Boat 22 ft by 8 ft by 3 feet fitted with 16 H.P. heavy duty Kelvin Kerosene Motor.

AND

One 8 H.P. Bolinder Crude Oil Engine direct coupled to dynamo illustrated on page 26 of Bolinders catalogue.

(Full Particulars from Catalogue).

Date of Sale will be published later.

HUGHES & HOUGH, Auctioneers.

Hongkong, December 11th, 1918. [2784]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KWAISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th inst. at Noon will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE MATHESON & Co., Ltd., General Managers.

Hongkong, December 11th, 1918. [2785]

NOTICE OF REMOVAL.

M. R. JAMES STEER, chronometer, clock and nautical instrument repairer, notifies his patrons that he has removed from No. 4, D'ARQUILLAN STREET, to No. 6, 1st House Broom.

M. R. JAMES STEER. [2786]

INTIMATIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), TO-DAY (THURSDAY),

the 12th December, 1918, at 11 A.M. on board s.s. "Sui Fung,"

HER ENGINES AND BOILER AS THEY NOW STAND IN WORKING ORDER.

DESCRIPTION:—

Set of Compound Engines, 16 x 33,

Boiler, 12 x 10 ft. working pressure 15 lbs.,

on Veritas survey.

To be sold in one lot, together with Engine

Seat, Funnel and Stays, and all piping, etc.,

connected with the above-mentioned Engine and Boiler.

DELIVERY:—on shore at Kwong Tung Cheong's shipyard.

Immediately following this Sale will be offered

ONE 250 TON STEEL LIGHTER

Description:—built of steel frames 3 x 3 x 2,

and 2 steel plates

Length 110 feet.

Beam 21 feet.

Depth 7 feet.

Also

A quantity of Steel Frames 4 x 3 x 3,

and

Several Anchors, Chains, etc., etc., etc.

The above-mentioned Steamer is now in

Hongkong and inspecting orders may be

obtained from the Undersigned.

Launch to convey including purchasers

will leave Black Pier at 10.30 A.M.

TERMS:—Cash.

HUGHES & HOUGH, Auctioneers. [2777]

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of December, 1918, at 2 P.M. at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of ONE LOT of CROWN LAND at Yau-mai, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Acres	Approximate Area in Acres	Approximate Value in Hong Kong Dollars
Lot No. 1	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 2	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 3	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 4	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 5	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 6	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 7	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 8	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 9	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 10	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 11	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 12	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 13	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 14	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 15	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 16	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 17	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 18	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 19	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 20	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 21	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 22	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 23	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 24	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 25	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 26	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 27	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 28	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 29	70 feet by 70 feet	0.002	0.002	2,000
Lot No. 30	70 feet by 70 feet	0.002	0.002	2,000

G. R.

COLONIAL SECRETARY'S DEPARTMENT.

MENT.

IT IS HEREBY NOTIFIED that

SEALED TENDERS in duplicate

which should be clearly marked "TENDER

FOR QUARRIES," will be received at

this Office until Noon on WEDNESDAY

the 18th day of DECEMBER, 1918, for the

letting of the undermentioned Granite

Quarries at Tung-tung, Kowloon, and the

New Territories, for one year from the 1st

January, 1919.

Each Tender must be accompanied by a

receipt to the effect that the tenderer has

deposited in the Colonial Treasury a sum

as stated in the schedule hereunder opposite

to each quarry, as a pledge of the bona fides

of his offer, which sum shall be forfeited to

the Crown, if the tenderer refuses to carry

out his tender and comply with the

conditions hereinafter contained, should the

tender be accepted.

The Government does not bind itself to

accept the highest or any tender.

Firms of tender can be obtained from the

Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.

Approximate Area in Acres

Deposit required with Tender

8

200

72.50

900

8.44

700

8.70

200

4.60

500

4.60

200

2.98

130

2.00

300

Do

Nos. 1-5, 7, 8,

Do

Nos. 10, 19,

Do

Nos. 20 & 25,

Do

Nos. 6, 11, 14,

Do

Nos. 21 & 23,

Chai Kwo Liang Nos. 1-30

Sai Tso Wan Nos. 1-10

16.53

140

20.44

600

Do

No. 26

4.10

40

Fuk Tuen Hong No. 12

9.20

250

Tung I No. 1

2.35

40

[2778]

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are

now OPEN after extensive repairs.

Reading and Writing Rooms, Billiard

Room (two tables), Restaurant, Concert Hall

and Meeting Room.

Sleeping Accommodation—32 Cabins and

70 Beds in Dormitories.

All men of the Mercantile Marine, H.M.

Navy and Army are welcome to use the

facilities.

MANAGERESS. [2789]

INTIMATIONS

Don't leave everything to the

last moment.

Give your orders early for

WISEMAN'S COLD

CHRISTMAS CAKES.

DUNDEE CAKES

and

CHRISTMAS

PUDDINGS.

Prices from \$1.00 each.

Our goods are made on the

premises and under European

Supervision.

D. M. GOODALL,

MANAGER.

TELEPHONE 407.

[2508]

FOUND.

IN Kowloon, a long haired Black and White DOG. Breed uncertain. Licence No. 743.

Owner can have same by applying at the PALACE HOTEL Kowloon. [2785]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that

PROVISIONAL CERTIFICATE No.

43/224, dated Hongkong 1st July, 1907, for

Five Shares numbered 85189 to 85193

inclusive, all Registered in the name of

ANNIE MARION HARVEY, has been LOST

or STOLEN and should this Provisional

Certificate not be produced to the Bank

before the 5th January, 1919, a new Certificate

for the Shares will be issued and the aforesaid

Provisional Certificate No. 43/224 will there-

after be treated by this Corporation as Null

and Void.

By the Order of the Court of Directors,

N. J. STABB,

Chief Manager.

Hongkong, December 5th, 1918. [2786]

FOR SALE—CHEAP.

YACHT "COLLEEN." Same design as "DIANA" and "DOROTHEA."

Apply—

H. E. POLLOCK,

Princes' Buildings

[2788]

A COMPLETE AERATED WATER

THE WAR.

KAISER ATTEMPTS TO COMMIT SUICIDE.

DEMobilISATION OF BRITISH ARMY COMMENCES.

FREE PASSAGES TO HONGKONG: FOR SOLDIERS' WIVES, FAMILIES AND FIANCEES.

ABOLITION OF CONSCRIPTION RECOMMENDED.

THE LAST OF THE ROMANOFFS MURDERED.

BIG COTTON STRIKE IN ENGLAND.

LATEST CABLES

[THROUGH REUTER'S AGENCY]

GOOD NEWS FOR THE SOLDIERS.

FREE PASSAGES FOR WIVES, FAMILIES AND FIANCEES.

LONDON, December 5th.

It is officially announced that passages will be gratuitously furnished for wives and families of officers and men, and for the fiancées of men who are permanently engaged in the Regular Army, serving Overseas in Corps, but not in Infantry, Cavalry and Artillery, except the Royal Garrison Artillery.

Husbands and fiancées must be serving in the terms of Paragraph 1389 of the King's Regulations of 1902 or Appendix Eight of Volume Ten of the Indian Army Regulations, for, in the case of staff officers, for at least 12 months from December 5th.

Applications in the cases of fiancées will be subject to the existence of vacancies, in the married establishment. Passages will be only afforded to North China, Hongkong, Singapore, Ceylon, India, Mauritius, South Africa, Egypt, Sierra Leone, Malta, Gibraltar, Jamaica, Bermuda, and foreign countries where Military Attachés are accredited.

Applications close on January 31st when all the shipping will probably be required for Army demobilisation purposes.

DEMobilISATION OF THE BRITISH ARMY.

COMMENCED IN LONDON ON MONDAY.

LONDON, December 10th.

Demobilisation began in London yesterday and it is expected that by the end of a week several thousands will arrive daily. The main disembarking centre is at Wimbledon for troops coming from France.

COMING PEACE CONFERENCE

THE INTER-ALLIED CONFERENCE.

PARIS, December 9th.

A Havas message says:—The Inter-Allied Peace Conference opens on December 17th.

THE PROCEDURE.

LONDON, December 5th.

The Times' Paris Correspondent outlines the details of the procedure of a series of meetings of the Peace Conference which will be held in Paris and Versailles, probably beginning on December 20th.

There will be three separate stages towards the final peace.

The first will begin soon after President Wilson's arrival in Paris on December 12th, with the representatives of France, Great Britain, Italy and the United States, discussing the points which must be considered at the final Congress and the method of procedure. This meeting will be a sort of super-Versailles Conference, probably assembling at the Trianon, the palace in Versailles Park, and sitting until the beginning of January.

Those who provoked the war must be made to pay the penalty. The more exalted ones were most responsible. Democracy must so fashion its judgment that the Kings, Emperors, Crown Princes and such like, will know, in the future, if they bring upon the earth such wretchedness, the kind of penalty that will inevitably fall on their own heads.

The Peace Conference must abolish the gigantic conscript Armies, which have been the means of tempting the rulers to make war.

COALITION GOVERNMENT'S INTENTIONS.

LONDON, December 8th.

The Coalition Headquarters announce that if the Coalition Government is returned to power, the Government will go to the Peace Conference with the definite intention of proposing the abolition of conscription in Europe.

RUSSIAN REPRESENTATION.

NEW YORK, December 4th.

Prince Lvoff, ex Premier of Russia, and M. Bakhteff, Russian Ambassador to the United States, and other Russian leaders, have sailed for France to attend a Conference of Russian Diplomats in Paris on Russian representation at the Peace Conference.

THE FATE OF NORTHERN SCHLESWIG.

LONDON, December 6th.

Reuter authoritatively learns that the repeated statements emanating from Germany that Northern Schleswig has been ceded to Denmark, are wholly untrue.

Denmark is at present not prepared to come to an agreement with Germany on the subject and will leave the settlement to the Peace Conference, on the basis of self-determination and the principles of nationality as outlined by the Associated Governments.

NO GERMAN BANKS FOR FIVE YEARS.

LONDON, December 5th.

Lord Stanley, President of the Board of Trade, declares:—There is no possibility of the German banks re-opening for at least five years after peace; and then only with the consent of Parliament.

MAKING GERMANY DISGORGES.

PARIS, December 8th.

The Finance Minister states that the Armistice Commission has formulated the conditions for the fulfilment of the financial clauses of the Armistice. The conditions, among others, stipulate that Germany shall not alienate, concede nor mortgage her railways, mines or colonial enterprises in which the State is interested. She shall not touch foreign securities belonging to the State or the gold in the Reichsbank except under conditions already laid down. She shall immediately hand over to the Franco-Belgian authorities the securities taken from northern France and Belgium and restore, during December, the notes of the National Bank of Belgium and also the cash belonging to the Franco-Belgian banks which she converted into marks and hand over to the Allies the gold she received from Russia under the Brest-Litovsk treaty.

THE ARMISTICE.

PROLONGATION TO BE DISCUSSED.

AMSTERDAM, December 5th.

A telegram from Berlin states that Herr Erzberger announces that the French have requested the German Army Command to designate Plenipotentiaries to discuss the prolongation of the Armistice, at Treves, on December 12th and 13th.

FUGITIVE EX-KAISER.

AWAITING THE PENALTY.

LONDON, December 5th.

Correspondents at Amersfoort, describe the ex-Kaiser as daily becoming more morose, sitting by the window and hurriedly writing all day long against time. ATTEMPTS TO COMMIT SUICIDE. AMSTERDAM, December 10th.

There is an unconfirmed report in the Leipziger Tageblatt that the ex-Kaiser attempted to commit suicide.

A member of his Staff, intervening at the last moment, was himself wounded.

THE ALLIED OCCUPATION.

ENTHUSIASTIC SCENES AT METZ.

PARIS, December 9th.

A Havas message says:—Metz went into transports of rapture over the ceremonial state visit of the President of the Republic, with M. Clemenceau, Marshal Foch, Marshal Joffre, Field Marshal Sir Douglas Haig, General Pershing, Marshal Petain, and Lord Derby. Never did Metz see so distinguished a company of visitors and never were the narrow streets so brilliantly decorated.

President Poincaré presented, in front of the statue of Marshal Ney on the esplanade, to General Petain, the baton of a Marshal of France, saying:—You are worthy of the famous Lorraine General Foch.

There was a formal review of troops, headed by the Americans, and a procession through the town.

The President left at four in the afternoon for Strasbourg, and is spending the night in the train.

MEMORABLE SCENES IN STRASSBOURG.

BOURG, December 9th.

President Poincaré, accompanied by Marshals Foch, and Joffre, General Petain, Sir D. Haig, M. Clemenceau and numerous Senators and Deputies, officially entered the town and was acclaimed by the 1870 Veterans and the Allied troops.

The President, in a speech, definitely rejected the idea of a plebiscite in Alsace and stated that Great Britain, the United States and Italy were absolutely convinced of the country's determination to adhere to France.

The pronouncement aroused a moving outburst of patriotic joy.

OFFICIAL TAKING OVER OF ALSACE LORRAINE.

LONDON, December 9th.

A Havas message states:—On Sunday, President Poincaré, M. Clemenceau, and a number of civilian officials of France, met at Metz, and took over, officially, the possession of Lorraine. Four special trains left Paris yesterday with several Deputies and other guests.

There was a special train for the President, the Premier, Marshal Joffre, Presidents of the Senate and the Chamber of Deputies.

On Monday, the President will take official possession of Alsace at Strassbourg.

THE ENTRY INTO AIX-LES-CHAPPELLES.

LONDON, December 8th.

A correspondent, describing the Belgian entry into Aix-la-Chapelle, says that the proclamation prescribing their behaviour inaccurately translates the German proclamations in Belgium. An incident during the entry demonstrated to the population that the proclamation must be obeyed. A Divisional General stood in the City Square to take the Belgian Divisions' salute. When the first regiment wheeled into the Square, files of soldiers walked the pavements ahead of the Colours calling "hats off." A number of men and boys hesitated. The soldiers flung away the offenders' hats and there was no hesitation anywhere when the next regiment's colours passed.

A dramatic episode during the entry occurred when the strange sound of British cheers were heard in the distance. Soon an unkempt, unshaven stream of men was seen marching from the East. They were British and they had the satisfaction of seeing the Germans doff hats to them.

TOTAL SHIPPING LOSSES.

5,022 VESSELS SUNK.

LONDON, December 5th.

Speaking at a meeting at No. 10, Downing Street, on Saturday afternoon, in support of the appeal by Lady Darnley for £100,000 for a hostel for the merchant seamen as a memorial from the women of the Empire, Sir Eric Geddes stated that 2,475 ships had been sunk during war with the crews on board, and 3,147 ships with the crews left adrift.

MERCHANT SHIPPING.

POSITION AT END OF OCTOBER.

LONDON, December 6th.

The effect of the war on the Merchant Shipping of the United Kingdom is strikingly illustrated by a Parliamentary Paper which shows that on October 31st, the position of world tonnage was:

LOSSES	GAINS
15,053,786 tons	10,839,527 tons
New construction	10,839,527 tons
Enemy tonnage captured	2,392,075 tons
Net loss	1,811,584 tons
The position of British tonnage, excluding transfers to and from the British flag at the same date was:	
LOSSES	GAINS
9,031,828 tons	1,342,296 tons
New construction	1,342,296 tons
Purchases abroad	530,000 tons
Enemy tonnage captured	716,520 tons
Net loss	3,443,012 tons

THE FREEDOM OF THE SEAS.

ATTORNEY GENERAL PREPARES A MEMORANDUM.

LONDON, December 10th.

Sir F. E. Smith, speaking at Liverpool, said he was preparing a memorandum for the War Cabinet on the subject of the freedom of the seas. We would probably tell the Peace Conference that we were quite satisfied with the definition, "the freedom of the seas," enabling the British Navy in future wars to do exactly what the Navy assisted by the American Navy, had been doing during the past eighteen months.

GERMAN NAVAL SURRENDER.

ADMIRAL BROWNING'S FURTHER DEMANDS.

LONDON, December 9th.

Admiral Sir Montagu Browning's demands include the surrender of the new Dreadnought cruiser *Mackensen*, which was not finished when the Fleet was surrendered.

It is noteworthy, in this connection, that Germany unsuccessfully tried to palm off substitutes for the Allied merchant vessels which had to be given up even although condemned by the German Prize Courts. These must be returned to stipulated harbours intact, at Germany's expense.

It is also demanded that all German war-vessels be put out of commission and the crews housed ashore.

ARMISTICE TO BE ADHERED TO.

LONDON, December 6th.

The Admiralty and the Foreign Office assert that the *Entente's* naval demands from Germany will in no way exceed the terms laid down in the Armistice.

THE DISMEMBERMENT OF HUNGARY.

COUNT KAROLYI ATTEMPTS SUICIDE.

AMSTERDAM, December 10th.

A telegram from Budapest states that the Government is unable to prevent the dismemberment of Hungary into small Republics. Count Karolyi, owing to the failure of his efforts at reconstruction, unsuccessfully attempted to commit suicide.

TREATMENT OF WAR PRISONERS.

MORE EVIDENCE OF GERMAN BARBARITY.

LONDON, December 5th.

Fresh evidence of the forcible treatment of British war-prisoners, taken during the offensives of 1918, by the Germans, is contained in a further report of Mr. Justice Younger's Committee. There is much sworn evidence that the prisoners behind the firing-line were half-starved, much overworked, brutally treated and had to sleep without shelter. They were unable to change their clothes. A number actually died from starvation.

The report shows that the Germans recently transferred to East Prussia and German Poland, prisoners who were no longer fit to work behind the lines on the west front.

A witness from Heilsburg, East Prussia, said that he saw over 200 men arrive at a camp there in two trains. They were mostly stretcher cases, all raving for something to eat. Some of them found a tub of refuse which they devoured. Their clothing was torn, and they said that they had had no proper food, no medical treatment, and could hardly even wash the dirt, which was thick on their hands and faces. They were like skeletons.

GREATER LIBERTY DEMANDED.

AMSTERDAM, December 6th.

The French Armistice Delegates at Spa have unconditionally demanded greater liberty for war-prisoners in Germany.

The German Delegates unsuccessfully sought to extract mutual concessions.

"REVENGE MUST BE TAKEN."

PARIS, December 9th.

A Havas message says:—The cowardly assassination of five French prisoners in a camp at Langensalz, from among 16 wounded in not an isolated example of German atrocity. Revenge must be taken.

TROUBLOUS GERMANY.

PROMINENT INDUSTRIALISTS ARRESTED.

AMSTERDAM, December 10th.

A telegram from Muelheimer states that the prominent industrialists, August Thyssen, Fritz Thyssen, Edmund Sann and others, were arrested yesterday by the Workers' and Soldiers' Council on charges of treason in attempting to induce the *Entente* to occupy the industrial region.

FORMATION OF A ROYALIST PARTY.

PARIS, December 10th.

Le Matin understands, from Holland, that Prince Henry of Prussia, has proclaimed the formation of a Royalist Party.

POLITICAL MEETINGS IN BERLIN.

AMSTERDAM, December 10th.

A telegram from Berlin states that a large number of political meetings was held in the Capital on December 8th, which included all shades of Socialist Groups, and members of the Spartacus movement. There were no disorders.

On December 6th disturbances arose over an attempt by several thousands of soldiers, to overthrow the Executive of the Berlin Soviet, to proclaim a Republic and to make Herr Ebert, President. Herr Ebert has refused.

BRITISH TROOPS RESTORE ORDER.

COLOGNE, December 10th.

The British troops have restored order. Most of the looting is being done by discharged sailors, soldiers and students. British sentries patrol the great Rhine Bridge. The Germans hold the eastern end, and the British machine-gunners command the strategic points. The Burgomaster expressed appreciation of the British courtesy.

THE LAST OF THE ROMANOFFS.

HOW THE TSAR MET HIS END.

AMSTERDAM, December 5th.

A telegram from Berlin states that the Kieff newspapers publish details of the murder of the ex-Tsar and his family by Bolsheviks, at the Convent of Ekaterinburg, on July 17th. They were taken to a cellar, lined up against a wall, and shot one after the other.

The Tsar's last request was to die with the sick *Czarina* in his arms. This was granted. The Grand Duchess Tatiana was only wounded, and was subsequently killed with rifle bullets. The corpses were buried in the outskirts of Ekaterinburg.

FURTHER BRUTAL MURDERS.

HARBIN, November 30th.

It has been confirmed that the Bolsheviks, at Alapaevsk, in Eastern Russia, ordered the Grand Duke Serge Michailovitch, the Grand Duchess Elizabeth Fedorovna, Princess John Constantine and Ivor, also Prince Paley, to jump into a mine shaft. The bodies have been since found. The names of all the murderers are known.

COTTON STRIKE AT HOME.

FIFTY MILLION SPINDLES IDLE.

LONDON, December 9th.

The cotton strike is in full operation and 100,000 spindles, and fifty million spindles are idle. As stocks of yarn are low, the weaving sheds must soon close, and thus an additional 200,000 workers will be idle.

THE OPERATIVES' DEMAND.

LONDON, December 7th.

The trouble in Lancashire is due to the demand of the operatives for a 40 per cent. increase on current wages. The employers have offered 40 per cent. increase on the standard wages and proposed arbitration which the operatives declined.

"BRITAIN'S DAY" IN AMERICA.

"THE WORLD'S DEBT."

NEW YORK, December 7th.

The American people have organised a "Britain's Day" for to-morrow in order to express their thanks, in schools, churches and other public places, throughout the United States, to Great Britain, for her share in ensuring the liberties of the world.

The ex-Presidential candidates, Mr. Alton Parker and Mr. Hughes, and other leading Americans, will address mass meetings. Allied diplomats are participating in the celebrations.

An official statement says that America is proud to voice the world's debt to Great Britain for her "immortal contemplables," for her great Fleet, for her 100,000 graves in Ypres, for her 1,000,000 dead in the war.

As an equal beneficiary of the fruits of victory, America gives thanks to Great Britain. "Hail Britannia!"

Mr. Lloyd George has called a sympathetic message. The celebrations will include the entertainment of members of the British cruisers at New York and Boston.

ANGLO-AMERICAN FRIENDSHIP.

HOW BRITAIN TREATED AMERICAN TROOPS.

WASHINGTON, December 5th.

Mr. Newton D. Baker, Minister of War, in the course of his annual report, quotes the following eulogies by General Pershing, saying that the warmth of the welcome accorded to the American troops by Great Britain and France was only equalled by the readiness of the Commanders-in-Chief, of the Armies of the Allies and their Staffs to place their experience at our disposal.

"The co-operation of the Allies was invariably of a very cordial nature. This reception of those of our forces passing through England and of the men stationed there was always enthusiastic."

"Altogether it has been deeply impressed upon us that the ties of language and blood bring the British and ourselves together completely and inseparably."

(Continued in Page 4.)

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GROUND TO LET.

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GALE-END, 109, THE PEAK, Six Rooms, Grass Tennis Court, immediate possession.
Apply—
C. H. GALE,
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NOTICE.

ANY EUROPEAN, Non Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce Passports or identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

DAIRY FARM NEWS

CHRISTMAS ORDERS

FOR

OWN FED TURKEYS

should be booked with us early to avoid disappointment.
Birds supplied alive or killed and dressed as required.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers accommodation in the connecting vessel, secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the overlying Steamer for Marseilles and London.
Passage will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc apply to
E. V. D. FARR,
Superintendent.

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SOLE AGENTS IN HONGKONG AND SOUTH CHINA
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

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SOLE AGENTS:
MITSU BUSSAN KAISHA.

MARTIN'S APOLI STEEL PILLS

A French Remedy for all Disorders of the Liver, Gall, Bile, and Stomach. It is the best remedy for Biliousness, Indigestion, and all the ailments arising from these causes. It is sold in all the principal Pharmacies and Druggists.
MARTIN'S APOLI STEEL PILLS
ESTABLISHED 1847 AT
COGNAC-FRANCE

Eczema So Bad Never Slept For Six Months Healed by Cuticura

"Eczema of a dry nature began with a pimple on my face and then it was on my arms which felt itchy. I never slept for six months for the itching and burning. During the day I could have scratched my face off. I tried ointment, Salves, but with no effect. Then I sent for a free sample of Cuticura Soap and Ointment. When I found it was doing good I bought more and one box of Cuticura Ointment and two cakes of Cuticura Soap healed me." (Signed) Miss L. Allen, 42, Hill St., New Silksworth, Durham, England, August 12, 1916.
The majority of skin and scalp troubles might be prevented by using Cuticura Soap exclusively for all toilet purposes. On the slightest sign of redness, roughness, pimples or dandruff, apply a little Cuticura Ointment.
Samples Free by Post. (Soap in clean, Ointment in seal.) Address: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

Business men have inquired typewriter companies to build a noiseless machine the

NOISELESS TYPEWRITER COMPANY

has succeeded in making a machine which compares IN EVERY WAY

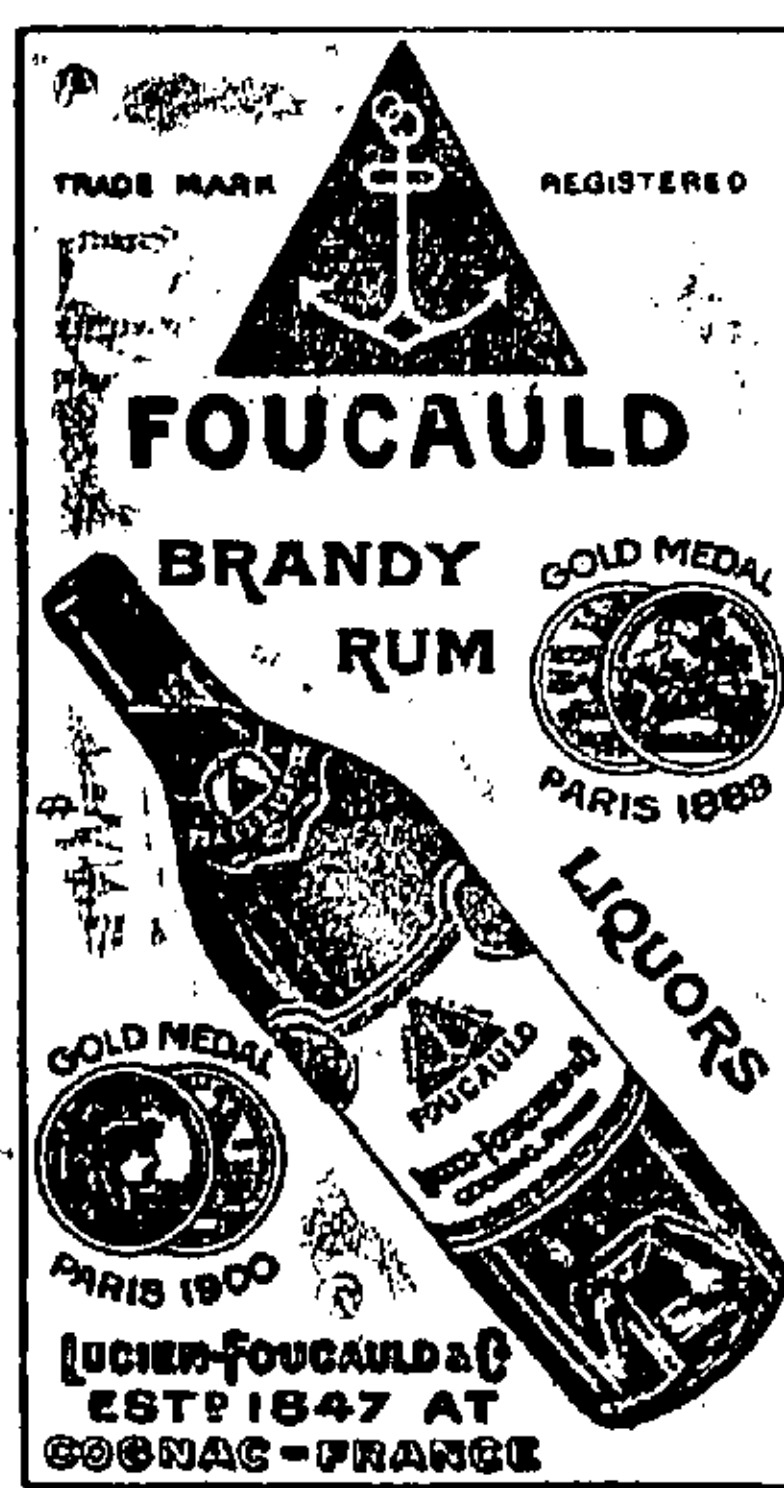
FAVOURABLE with any make, and in addition is absolutely NOISELESS.

Why not invest in one and satisfy a long felt want?

See us and we will give you all particulars.

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THE NEW FRENCH REMEDY
THERAPION NO. 1
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No. 1. Diarrhoea, Catarrh, No. 2. Blood & Nerve Diseases, No. 3. for Chronic Weaknesses. Sold by Leading Chemists, Druggists, etc. Dr. L. G. Clark, Ltd., 10, Abchurch Lane, E.C. 4, London. See "Trade-Marked World Therapion" in our list. GOVT. STAMP APPLIED TO CERTIFICATES. 19174

THE WAR.

(Continued from Page 5.)

LATEST CABLES

[THROUGH REUTER'S AGENCY.]

POST-WAR EXCLUSION OF GERMANS.

ACTIVITY OF LONDON METAL EXCHANGE

LONDON, December 9th.
The members of the London Metal Exchange unanimously passed a resolution against re-admitting subscribers of enemy origin.

POST-WAR PROBLEMS.

GREATER TRAVELLING FACILITIES

PARIS, December 9th.
At a meeting of the Board of Directors of the British Chamber of Commerce, Paris, a resolution was passed that the Overseas Trade Department should be asked to ensure greater facilities for travelling, by minimising formalities and for a more rapid transmission of letters between England and France.

NEW USE FOR TANKS.

TOWING BARGES IN FRENCH CANALS

LONDON, December 9th.
A Havas message states:
Experiments with tanks for towing barges were made yesterday in the Canal between the Marne and Epervy. Barges were hauled without the slightest difficulty by a small tank at the rate of two miles an hour.
Arrangements are being made for the general use of tanks on the French canals and river banks as the tanks are no longer required for the Army.

RUSSIA'S CONDITION

PARIS, December 9th.
A Havas message says:
Russia's question is the most serious before Europe and humanity. There can be no complete peace without a well organised Russia, for counter-balancing Germany.

BRITISH CREDITS FOR CANADA.

COMPLETION OF CANADIAN PROGRAMME

OTTAWA, December 4th.
The Minister of Finance, has arranged for further British credits for 1918, totalling \$6,200,000,000 of which \$6,500,000,000 are required to complete the programme of the Imperial Munitions Board; \$6,500,000,000 for the purchase of grain; and \$6,100,000,000 for the purchase of meat and dairy produce.

AMERICA'S FINANCIAL POSITION.

NO DRAIN ON RESOURCES.

NEW YORK, December 4th.
The annual report of the Secretary for the Treasury shows that America's financial position is strong, in spite of the huge war expenditure which for the 15 months ending June 30th, is estimated at 13,222 million dollars, nearly half of which represents permanent investments such as ships, shipyards, military buildings, loans to Allies, or American War Industries.
The loans to the Allies amount to 4,739 million dollars.

NEW CZECHO-SLOVAK REPUBLIC.

PARLIAMENT TO MEET AT PRAGUE.

LONDON, December 9th.
A Havas message states:
Professor Masaryk, President of the Czecho-Slovak Republic, has been received by President Poincaré. He will summon a Parliament at Prague.

GREATER SERBIA

APPEAL FROM AGRAN NATIONAL COUNCIL

PARIS, December 9th.
A telegram from Belgrade states that the Serbian Prince Regent has accepted the appeal from a Delegation of the National Council at Agram for the union of Serbia with the state of the Serbs, Croats and Slovenes inhabiting the former territories of Austria Hungary.

BRITISH TRADE

IMPORTS AND EXPORTS FOR NOVEMBER

LONDON, December 9th.
There was an increase in imports of £7,115,863 and a decrease in exports of £163,430 during November as compared with November of last year.

LANDMARKS OF HISTORY IN FRANCE

VISITED BY BRITISH ROYALTIES

LONDON, December 9th.
The King, the Prince of Wales, and Prince Albert visited Ypres and a number of other neighbouring places, made memorable in the continuous fighting. General Birdwood acted as guide.

SOUTH AFRICAN INDUSTRIES.

NEW CUSTOMS TARIFF.

JOHANNESBURG, December 5th.
Hon. F. S. Malan, the Minister of Mines, stated that an Advisory Committee had been instructed to draft a Customs Tariff enabling the South African industries to keep their heads above water, and prevent dumping. He declared that previous tariffs had been framed solely for revenue.

THE SILVER MARKET.

LONDON, December 10th.
The silver market is steady.

GERMAN JUDGE'S APOLOGY FOR A RENEGADE.

BRITISH BIRTH AN EXTENTATION

It was announced a short time ago that the notorious Pan-German, Herr Houston Stewart von Chamberlain, had been fined £25 for libelling the *Frankfurter Zeitung*. The issue of this paper containing the judgment is now to hand, and some interesting details can be gathered about this trial. Herr Chamberlain's libellous statements were to the effect that the paper:—

(1)—Is advocating an un-German policy, aiming at the establishment of England's domination and the humiliation of Germany, the paper's interest being identical with those of Anglo-American finance; and (2) that there are direct connections between the paper and the British Government, the paper being owned by the enemy.

The Court found that there was not a vestige of ground for any of these charges. In explaining the leniency of the sentence, the presiding Judge spoke the following words of wisdom:—

Born of English parents, brought up in a British admiral's house, afterwards fascinated by the German spirit in Wagner's circle of friends, Chamberlain has developed a personality which openly proclaims its hostility to all that it formerly worshipped. All sentiments having turned into their opposite, it is natural that the new convictions should lead to exaggerations. This is all in favour of a man whom people, including the *Frankfurter Zeitung*, are in the habit of calling a renegade. . . . A German Court need not fear the reproach of bending the knee to England if it states that Chamberlain's extraction constitutes for him not an aggravating, but an extenuating circumstance.

Moreover, the Judge added, political passions are nowadays running very high in Germany, and no one individual, but the public as a whole is responsible. As, lastly, the Liberals themselves are opposed to the penalty of imprisonment in case of first offenders, Herr Chamberlain is to be let off with a simple fine. Verily there are still Daniels in—Frankfurt.

THE OBLIGATIONS OF PAROLE.

JUDGES SEVERE REBUKE OF CROWN PROSECUTION

Three Judges in the King's Bench Division sitting in London, recently had to decide the question whether a man who had given his parole to the German authorities not to fight was immune from the operation of the Military Service Act. The appellant in the case, stated by the Clerkswell, stipendiary magistrate, Mr. E. King, left England with his wife and daughters on a visit to Hamburg late in July, 1917. Finding that mobilisation was in progress there, he and his family went on board the *City of Bradford*, intending to return to England, but the vessel was detained by the German authorities, and the passengers were put ashore. The appellant then took a flat in Hamburg. In September, 1917, on giving his parole on oath not to serve against Germany, he was allowed to return to England. When the second Military Service Act, 1916, was before Parliament, he received a letter from the War Office saying that he would not be called on to do anything in violation of his parole, and when calling-up notices were sent to him, he was told by the military authorities that he was exempt. Eventually he received a calling-up notice, which he did not obey. Proceedings were instituted, and the magistrate convicted him, holding that, although probably a prisoner of war, he had not been captured or interned within the meaning of section 2 of the Military Service Act, 1916 (Section 2), basing his judgment on Robinson v. Metcalf.

Mr. A. H. Richardson, for the appellant, contended that his client was captured and also interned when the *City of Bradford* was seized, and he was put ashore, and could not leave Hamburg. Mr. Justice Bray, I am rather surprised that the Crown should press a case of this kind, for the appellant would undoubtedly be shot if he fought against and was captured by the Germans.

Mr. Givens, for the respondent, said that he could be put in a labour battalion, and, no doubt, kept in this country.

Mr. Justice Darling said that the Court was bound to assume the possibility of the Germans invading England.

Mr. Givens said that a British subject had no right to make a bargain with a foreign Government not to do his duty to his country.

Mr. Justice Darling. The Legislature have already recognised the right of a person to refuse to defend himself and his family, and to leave their defence to others.

Mr. Givens contended that the appellant was never interned, a word which now had a recognised meaning. His position in Hamburg did not differ from that of any German now at liberty in England.

Mr. Justice Darling said he was surprised that the Crown should have pressed the case. It seemed to him that in dealing with a people like the Germans, on whose word no reliance whatever could be placed, we should be particularly careful not to do anything to suggest that we were capable of encouraging our soldiers to break their word, even when given to Germans. Their judgment might be somewhat coloured by the consideration. After the appellant was prevented from leaving Hamburg, he took a flat there, was required by the police to fill in certain forms, and was instructed not to attempt to leave. That was equivalent to imprisonment. On August 10th he saw General von Stein, the military Governor, who told him he must remain during the mobilisation. If he had not given his parole he would have been detained until the end of the war. It was true that Hamburg was a large place, but many prisons were large. The facts seemed quite different from those in Robinson v. Metcalf, where the Court said that when a man was detained for inquiries he had not been a prisoner of war, captured, or detained.

In the present case the appellant was detained long after his inquiries had been finished. The appeal, therefore, ought to be allowed.

Mr. Justice Bray agreed, and said that he shared Mr. Justice Darling's surprise at the action of the Crown, and thought that the War Office had taken the proper view in their letter to the appellant.

Mr. Justice Baillanche gave judgment to the same effect.

AFTER INFLUENZA AFTER INFLUENZA AFTER INFLUENZA AFTER INFLUENZA AFTER INFLUENZA AFTER INFLUENZA

AMERICA'S
LEADING
MOTORCYCLE

Indian

We have just received a shipment of 1918 BIG TWINS with Electric equipment. Price has been reduced to \$580—the lowest it has ever been. Later shipments will be higher in price. Next year's Indian will be exactly the same as the 1918 model.

ALEX. ROSS & Co.,
4, Des Voeux Road Central,
Telephone 2487.

"Count the Indians on the road"

THE AIR FORCE.

THE DAYS WORK

[BY J. C. BAILEY.]

Jack Bull has grown his wings. He is among the pilots. You can trust him, for instance (I take a few tests hap hazard), to make a safe landing if chance or knavish tricks bring him down when and where he did not mean to come. He can keep his course on a long triangular flight. He knows what it means to be in a cloud for some minutes and come out again. He understands the tactics of flying in formation. That is what you may call the post degree. Send him, then, to the special school at X to work for honours. X is famous now all the world over, and all the Allied countries have flattered us by borrowing its instructors and establishing X Schools of their own. To found it the higher powers brought back from the front a brilliantly successful squadron commander and some of his best men, for the front is the great nursery of new tactics, and still continually fresh. Quiffs come from over the battlefield to the academy at X. In a sentence, you may say that the object of its work is to turn out the confident pilot, the man who in any combination or permutation of circumstances and Germans will know what to do and how to do it. There is no describing aerial acrobatics. The team would mean nothing to you without explanation, and the explanation fails to convey the fact. From X, instructors, with every trick of the game at their finger ends, go forth to the different squadrons. So the Air Force, all the world over, is always up to date.

IN THE AIR

Here you have Jack Bull turned to perfection. What will be used for? He may go into a fast scout, which can do anything up to 200 miles an hour. He may take up an observation machine. He may have one of the big bombers. And what will his work be like up in the air? Suppose, for there you can go to watch him, that he is the pilot of one of those machines which might after night fly out to destroy the railways and the power-generating factories of Western Germany. A Handley Page is a monster. Her wings measure, I believe, something more than 100 feet from tip to tip. Her fuselage is nearly 70 feet long. She will carry 1,000 lbs. of bombs, besides her guns and their ammunition and a crew of four, an observer in front, two pilots, side by side, another observer at the gun in the stern. She is driven by two big Rolls Royce engines, one on each side of the fuselage, which develop something like 750 horse power, and will give her seventy miles an hour and more. Seen from outside she seems too solid to rise an inch. Climb into her, and the comfortable impression of solidity is diminished. As I sat by the stern gun I discovered that there was nothing between me and the earth but a fragile wooden grating looking down from 2,000 feet up, still as if I were walking. I saw the turf between my feet. The sight is disconcerting at that distance. There is also a distinct humour in the fact that the canvas sides are tied to the framework with neat little bows of white tape 2,000 feet over London, the horse-power of an express engine driving you, and the tape bows of a baby's cot holding things together. It is a queer invention, an aeroplane. And your mind thinks with affection of rivets and girders.

But I tell my tale backwards. We have not started yet. The monster is still on the ground. Fitters are still labouring with the engines. A foreman comes as the many cylinders work up their speed. Men skip out of the way and the monster begins to move, very slowly at first, then jolting over the ground, and then with a little kick she takes the air. It looks as if she must hit the farm straight ahead, but she rises and clears it "by thirty feet," says the pilot afterwards, and smiles at his passengers' looks. It is a gusty day, and they have stopped flying for instructional purposes. The wind feels as if it was a hurricane. Every now and then comes a "bump," which means that the machine sinks suddenly, taking (at first) the pit of your stomach with it, then answers to the controls as nothing again. After all, the motion is nothing to a small boat in a choppy sea, and you discover with surprise that you are perfectly comfortable except for the roar of the engines. Your ears tingle and ring. You cannot speak to be heard. Your companions point to familiar things, railways, great ponds, a church on a hill. We are only 1,500 ft. up, and it is very easy to pick out places you know. Heights are flattened out indeed, but that only makes the resemblance to the map more exact. London lies under a silver pall of smoke. Somewhere in the south-west all the air is shimmering with a shower. Far away the light gleams on the Crystal Palace. The champagne of Westminster cathedral points upward a shadowy finger. Dim and blue rises the dome of St. Paul's, and close beside the twin tall piers of the Tower Bridge, oddly fantastic and unreal. All smaller things are hidden in the haze, and something about "the shining, shifting, servantes of dream" comes into your head. A queer place is London. Something has happened. The world is on a sudden lost in empty space. It is only that those internal engines have stopped their racket, but the silence comes like the revelation of a new existence. The earth rises slowly to meet you, and then rushes up with a jump. It seems that we must come down on the railway line hit that labouring train smashup. Such are the delights of making a landing in stormy weather. The engine roars again, and we skim over the railway and with a little bump meet the turf of the aerodrome and do a "loop" "taxi" towards the hangars. And

for the rest of that evening my ears were ringing from the racket of the engines.

BAD WEATHER.

That is one flight. Hear the story of another. I was at an aerodrome on the coast which is the jumping-off place for machines bound overseas. The barometer was low, the wind had been rising since dawn, and was blowing some forty or fifty miles an hour, with sudden heavy squalls and showers. We were to cross, a party of us, in three of the Handley Pages to France. One of the machines, to be sure, bothered by the weather, had made a bad landing and was lying out of action in another aerodrome, but a substitute had been borrowed, and the once-troubled us little. In heavy, hurried overalls, looking like Arctic explorers, indeed, my companions were like anything human adorned also with life belts and the hope that if anything went wrong we might wriggle out of the fuselage in time to use them, we were ready for anything. And then came a wireless message from France to say that in such weather no heavy machines must cross. There was nothing for it but to fly back to London.

We rose, circling round over the Channel, a shining grey sea flecked with white, over which vast cloud shadows moved swiftly. All the coast line from the dingy white cliffs of Dover past the bluff of Beachy Head, lay clear below. We went up, pitching again and again in the bumps to some 2,500 feet. Driven rain stung the cheek like shot. Lifting a hand to my goggles, I found it carried backwards behind my head. We were driving into the wind at an "air speed" of seventy miles an hour, but I heard afterwards that the ground speed was only twenty-five miles. I can well believe it, and remembering my sensations and the Trian purple of my companions' cheeks when we came down, I understand a little of what air pressure can do.

The estuary of the Thames glimmered like a sheet of silver to the northward. Kent lay below us, looking save that every thing was smaller, much as the World looks from the South Downs, brightly flattened out, distances shortened, words denser than the reality. The railway stretched like a guiding line for us, and on it trains stood still beneath their white planes of steam. So past towns that were hamlets and farms that were children's toys, and on through a squall of rain and many "bumps," till the grey haze of London glimmered again, and down we came to the bosom of a chalk hill, landing as gently as a bird lands, for all the storm. "Best landing I've ever made," said the pilot, with a smile, when one congratulated him; and afterwards, "Now we're safe down, we can say it was dangerous." Is it hard work handling a big machine in such weather? Always hard work, and after a spell of some four hours a pilot feels it. The big aeroplane means sheer strain, which in the light, swift machine is not known. Remember that in one of these huge craft fifteen men and more are carried across the Channel. You cannot steer a liner as you steer a destroyer. Body and brain and nerve are all at full strain in the men who take these monsters on the long night raids over Germany.

BOMBS ON THE SEA.

It was not in the Handley Pages that I saw a pilot working hardest. For a glimpse of what a battle with the elements is like read the plain tale of a bombing trip in a flying boat. The men who are to pilot flying boats and sea planes learn the elements of their craft on an aeroplane. Then they specialise. Besides the peculiar technique of the flying machine which can swim, they must learn something of seamanship, boatwork, splicing, and so forth, and how to identify ships, so that they can signal the admiral whether the blue of smoke on the horizon means friend or enemy, big gun or small. As for their flying, they begin in the "float type," the seaplane, the lighter craft, and pass on to the big flying boats. Not many hours' experience are needed on top of their aeroplane training. To these seafarers falls the duties of scouting for the Navy, of coast patrols, of searching for and bombing submarines.

A flying boat is a comfortably substantial structure. When she is at rest she lies moored to a buoy, and you go out to board her in a dinghy. Her wings are large and solid, but most solid of all is her fuselage. Here is no looking down through grating into depths of empty air. You stand inside a boat's hull. On either side two Rolls-Royce engines roar. She is carrying pilot, observer, engineer, and two passengers, and the passengers are quite as comfortable as in a motor-boat. Her normal work is seeking submarines in the Channel. Has her pilot ever bagged one? No such luck. Seeing a periscope is all the sport that has come his way. But it does not follow that the flying boat's work is superfluous. You do not discharge a policeman because he never catches a burglar. Our flying boat has done her bit in making the pirate's job too risky. What does follow is that patrol work is mighty dull. Hour after hour, day after day, beating up and down and never a chance of action is not an exciting service.

But pilot and observer must always be in the pink of training. We are going up to drop bombs on a target for practice, since practice the German will not provide. It is a bad day. A heavy, gusty wind has driven all the seaplanes into the sheds. No instructional flying is permitted. A flying boat, though she does not carry the cargo of a Handley Page, is a heavy craft to manoeuvre because of the solidity of her structure. If she had to come down could she live in a rough sea? You ask. She would probably be wrecked as she hit the water, but, if not, they would risk a mast for her wireless and hope that help would come soon.

She glides over the water and takes the air easily. As she climbs she rolls a little and pitches a good deal. The horizon opens out, arms of the sea are here, there, and everywhere. Big ocean-going ships diminish into small craft, which for all their camouflage remain

distinct and sharply outlined. They stand still beneath us, "idle as a painted ship upon a painted ocean." The observer is busy with his bomb-dropping gear. The pilot has all his work to do in fighting the gusts, dragging the control wheel this way and that. "Heavy aircraft need a wheel like a motor car instead of the easily swung control stick of the light machines. And in this storm the pilot uses all his strength, like the man at the wheel when a sailing ship is making bad weather."

The target for our bombs was an old aeroplane on a mudbank. You can see it clearly enough so many hundreds of feet below. When the bomb sight there on the starboard bow is set for speed, elevation, and rate of wind the bomb must hit if only we can get over the target. But how to contrive that in this violent, gusty wind? The observer, looking down through his sight, waves one hand before the pilot's eyes to tell him how to steady. The pilot labours at his wheel, and the wind roars and sings as loud as the roaring engines. A little bomb has gone. I felt it, and our bomb has gone. The observer thrusts himself out of the machine, half of him and more over the side till he is hanging by his boot heels, or by will power, or heaven knows what force that defies the laws of nature. Whatever fate has in store for me may I not be the observer who watches where his bombs fall? You judge by his face as it reappears (thank all kindly stars) that he is not satisfied. We circle round, and again do battle with the elements. It is not, for the passenger, uncomfortable. I have been tossed about immensely more in crossing the Channel. But the pilot you can see by his face and the labouring shoulders, as having a mighty bad time of it. Again the observer is watching his sights and waving a directing hand. Another bomb goes. Again the observer extends himself into empty air. At this second time of asking your impulse to reach for the seat of your trousers is less powerful. No doubt he will regret his misadventure safely and he does. But still he is not satisfied. The passenger, he said, hears no sound from the bombs. They are retarded that they may not explode till they are deep in the mud. The showers of it which they throw up mark where they hit. Seen from above, the path of descent of the bomb looks not like a straight line, as you expect, but two sides of a triangle with an obtuse angle between them.

One bomb remains to us. But they think there is little use in another attempt, and indeed, as we check again the machine gives a little lurch and roll, and you see by the pilot's look and his effort at the wheel that, though the motion seems so slight, something sufficiently serious is happening. Afterwards, when the engines are stopped and we are gliding over the water up to our buoy (we came down as sweetly as a gull), you learn that the moment was critical. Though the flight was short, our pilot, looking much like a man after a hard game of Rugby, baring the mud, confesses that he has had enough. Such is flying boat work in bad weather. Though pilot and observer thought the aim of their bombs poor, the expert on the ground pronounced that although the target if it had been a submarine would not have been destroyed, it would have had a mighty bad shaking. Which throws some light on the standards of achievements.

THE FUTURE.

What of the future? More than any other service the Air Force is working for what lies beyond the war. The forcing house of military necessity has given us in the last four years a development of machines and human skill which in peace would have spread over decades. What is the future of flying and the airman? It is a common and a plausible prediction that the aeroplanes will make future wars impossible. I state without comment one theory of the future. Each nation will be bound by the community of aeroplanes to peace. If one nation declines to be bound by the decisions which are made by the community or league of States, all the aircraft of the rest will be armed and mobilised and the quarrelsome Power, under threat of annihilation, must submit. This system implies two conditions, some sort of a League of Nations which is a problem outside my subject and a great development of flying for commercial purposes. Is that certain, or is it certain in our time? I pass by the suggestion of one humorous commandant that the real future of the aeroplane lies in smuggling. Though, indeed, while it may be a mere jest to say that flying is death to Tariff Reform, it is hard to see how evasion of the heavy duties on articles of small bulk and weight will be prevented in the new era. For there can be no doubt that to-morrow all light consignments, such as mails, will be carried by aeroplane. The light swift machine is already independent of weather conditions with the single exception of fog. In a sudden fog the best pilot and the best machines are helpless. But, after all, fog prohibits swift travel on land or sea as well as air. We are certainly coming to the time when well-to-do people will keep their aeroplanes as they now keep their motor-cars. For heavy freight the aeroplane is not yet, and perhaps never will be, of use. Will it be used for general passenger traffic? At this moment, if we had peace, the big machines could carry fifty to sixty people long distances at a light fare for a charge not much greater than a first-class fare. The journey will be as comfortable as a cross-Channel passage, except I think it an important exception for the roar of the engines. It cannot, indeed, be said that in high and gusty winds danger has been eliminated, especially in landing. But, after all, the cross-Channel boats do not run in all weathers. The chances of delay are not great on the average, and it may well be that a few years will see them further diminished. It is, I think, not extravagant to predict that middle-aged men will live to see the aeroplanes make as great changes in our travelling as the railway and the locomotive made eighty years ago.

(Continued at foot of next column.)

DO GERMANS COLONISE?

The word "colonisation" has connoted something of the stain of the lower ideals of the Middle Ages. In the old Roman sense it meant the planting of a body of retired soldiers, or other civilised workers, in an uncultivated region. Such was the foundation of Rumania nearly two thousand years ago. The later Romans were more disposed to what we should call exploitation, and the earlier colonies of modern Europe were entirely of this nature. The Spaniards thought only of winning by conquest the wealth of the New World, the Portuguese of the East Indies, and the other European Powers began their colonial empires in the same spirit. The reform of sentiment has brought us back to the old Roman idea, and we conceive clearly to-day the difference between mere exploitation and true colonisation. Canada and Rhodesia, Algeria, and Madagascar are colonies. Have the Germans founded any colonies in this sense?

A burning question in Germany a few years before the war was: Why do not our colonies pay? Since 1914 Germany had possessed a colonial empire of about a million square miles. On its African territory alone it had spent at least 2,000,000,000 marks, besides 10,000,000 marks invested by trading societies. Yet from these vast tropical and sub-tropical lands it extracted, on the eve of the war, not more than 100,000,000 marks worth of raw material, and its trade with the natives and other bodies had for twenty years been advancing colonies as an outlet for superfluous population, yet after twenty years of development there were only 16,000 Germans in the whole million square miles.

A rough analysis of the cost of the colonies would at once have suggested to any thoughtful German what was wrong. In round numbers, they had spent 100,000,000 marks in administration, 100,000,000 marks in constructing railways and public works, next to nothing in educating the natives, and 100,000,000 marks in fighting them. There were, certainly, German writers who did not fail to point the moral, but the great majority clung to the idea with which the colonies had been founded. They were not to be true colonies; they were to be sources of wealth.

Paul Rohrbach, the weightiest German authority, boldly confesses this in his work, "Wie machen wir unsere Kolonien rentabel?" The conclusion of that work (p. 278) is appalling in its half-conscious medievalism. They had, he said, no idea of teaching the black to cultivate his own plot of ground and rear his own cattle. They desired simply to get raw material for their industries. The black was to get this for them, and he would be paid for his labour; but they would take good care that he spent the price on German goods. The fundamental principle of all colonial policy was, he said, "so to arrange matters that the black needs as little time and labour as possible to wrest his own sustenance from the soil and to leave as much as possible for producing what we want." One is tempted to remind Herr Rohrbach that this is also the fundamental principle of slavery.

The unbiased reader will not forget that most of Germany's colonial territory is tropical, in which whites cannot be expected to do muscular work, or sub-tropical; and that the native population is relatively thin. But this is precisely an argument in favour of the more humane type of colonisation, instead of terrifying the natives, and killing them, as the Colonial Secretary admitted, at the rate of 105,000 in ten years. A few comparisons with the colonies in which the British and French pursue the other policy—that of encouraging the natives and trading with them as if they were whites show this.

Palm-oil is one of the most valuable tropical products. In seven years the British export of this rose from £2,400,000 a year to £5,000,000 a year; while the German export in 1913 amounted only to £400,000. It was much the same with copra and ground-nuts. Of cocoa-beans the British Gold Coast (area 83,000 square miles) in 1913 exported £2,500,000; the German Kamerun (area 101,300 square miles) exported £151,000; and the main difference was that the English encouraged the natives to cultivate and traded fairly with them, while the Germans followed Herr Rohrbach's rule of colonial conduct. The situation was such that German industry needed to import 1,100,000,000 marks worth of raw material from the British and French colonies; and it, naturally, could not find a market in these for goods of one-fourth that value. While the best German colony, South West Africa, had much less than one acre to the square mile (and only 1245 white farmers, mostly Boers) Rhodesia had nine natives to the square mile (and 30,000 British), and even the Belgian Congo had eight to the square mile. The policy of exploitation clearly does not pay. Under their new masters the former German colonies will probably pay richly and be of much greater advantage to Europe.—Chen Hun.

So when we estimate the value of the Air Force it is well to remember that all its tremendous effort, all the energy, thought and imagination which have been lavished on its work, all the gallantry of its pilots and its observers, all the sacrifices of the best of our youth which it claims must bear fruit not only in the coming victory, but in the years that are still distant. The Air Force (tells and fights not only to conquer the German tyranny, not only to fortify the British dominions in the triumph of liberty, not only to make the world safe for humanity, but to win for humanity a new power, the mastery of the air. They are freeing us from the secular fetters that bound us to the earth. Judge their achievement as fully as you will, and you dare say no limit to the hopes or the knowledge or the power of man.—Daily Telegraph.

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YOKOHAMA	KAMAKURA MARU 12,410 tons	TUES. 17th Dec. 11 A.M.
NAGASAKI KOBE & YOKOHAMA	NIKKO MARU 8,800 tons	SUN. 22nd Dec. 11 A.M.
YOKOHAMA	KITANO MARU 15,980 tons	SAT. 18th Jan. 11 A.M.
SHANGHAI, MOJI & KOBE	YOROPPA MARU No. 2 7,000 tons	SAT. 14th Dec.
	SHINCHIKU MARU 7,000 tons	TUES. 24th Dec.
LONDON or LIVERPOOL, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU 12,200 tons	WED. 18th Dec. at 11 A.M.
	YOKOHAMA MARU 12,340 tons	MON. 30th Dec. at 11 A.M.
MELBOURNE via MANILA, ZAMBOANGA, THURBURN, TOWNSVILLE, BRISBANE & SYDNEY	TANGO MARU 13,780 tons	TUES. 31st Dec. at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	TENSHIN MARU 8,470 tons	SAT. 4th Jan.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	YEBOSHI MARU 8,600 tons	FRI. 13th Dec.
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